

Notice No.9

Rules and Regulations for the Classification of Ships, July 2018

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2019

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Part 1, Chapter 2, Section 2	Corrigendum	N/A
Part 1, Chapter 3, Section 5	Corrigenda	N/A
Part 3, Chapter 3, Section 5	Corrigendum	N/A
Part 3, Chapter 4, Section 6	Corrigenda	N/A
Part 3, Chapter 7, Section 3	Corrigenda	N/A
Part 3, Chapter 11, Section 2	Corrigenda	N/A
Part 3, Chapter 13, Sections 2 & 7	Corrigenda	N/A
Part 4, Chapter 11, Section 1	Corrigendum	N/A
Part 5, Chapter 2, Section 7	Corrigenda	N/A
Part 6, Chapter 2, Sections 6, 14 & 17	Corrigenda	N/A

Part 1, Chapter 2 Classification Regulations

■ Section 2 Character of classification and class notations

2.1 Definitions

Table 2.2.2 Special features notations

Special features notation	Description	See also
HNLS	Hazardous and noxious liquids system. Assigned to Offshore Support Vessels complying with the aspects relevant to classification of the <i>Code for the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels (OSV Chemical Code)</i> .	<i>Pt 4, Ch 4, 5 Lifting appliances, equipment integration and foundations Pt 4, Ch 4, 8 Transport and handling of hazardous and noxious liquid substances in bulk</i>

Part 1, Chapter 3 Periodical Survey Regulations

■ Section 5 Special Survey – General – Hull requirements

5.6 Thickness measurement

Table 3.5.3 Minimum requirements for thickness measurements – General

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
	(3) Internals and the transverse bulkhead complete in the fore peak ballast tank and aft peak ballast tank. See Note 6.	(7) Internals and the transverse bulkhead complete in the fore peak ballast tank and aft peak ballast tank. See Note 6.
Special Survey II (Ships 10 years old)		

Part 3, Chapter 3 Structural Design

■ Section 5 Design loading

5.4 Design pressure for partially filled tanks

Existing Figure 3.5.3 Natural periods diagrams has been deleted and replaced with below.

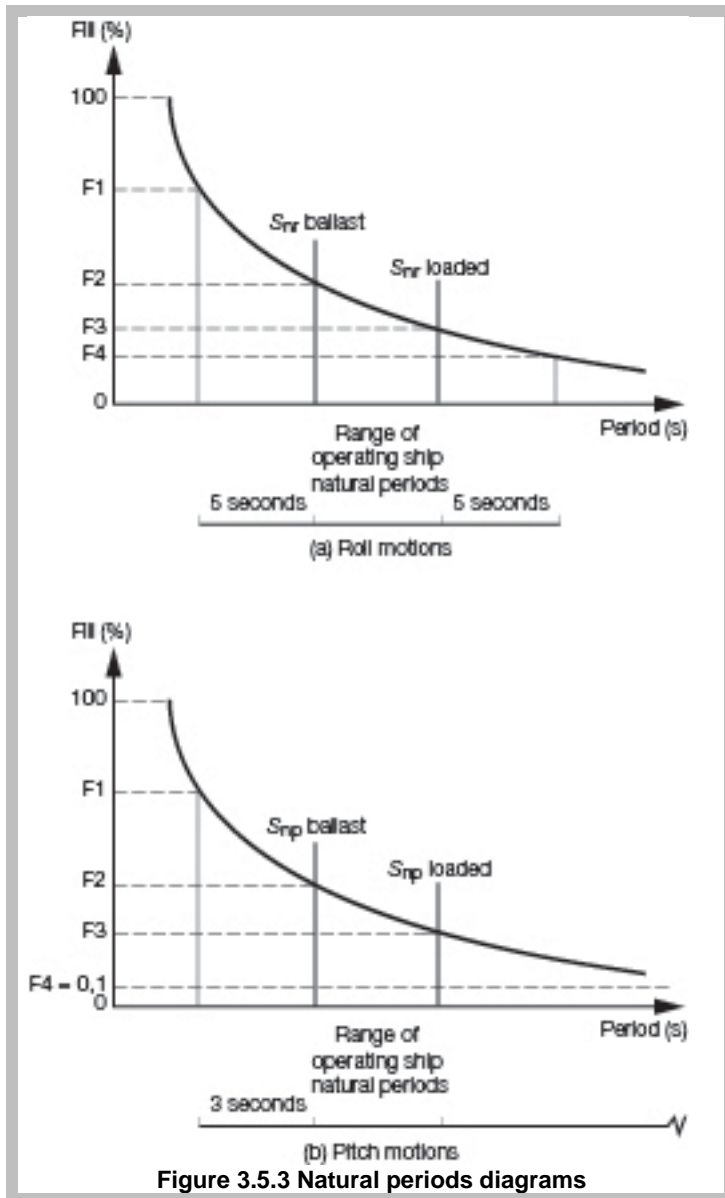


Figure 3.5.3 Natural periods diagrams

Part 3, Chapter 4 Longitudinal Strength

■ Section 6 Hull shear strength

6.3 Design wave shear force

6.3.1 The design wave shear force, Q_w , at any position along the ship is given by:

(a) Positive shear force

$K_1 = 0$ at aft end of L

$= \frac{1,589C_b}{(C_b+0,7)}$ between $0,4L$ and $0,6L$ from aft

Part 3, Chapter 7 Machinery Spaces

■ Section 3 Side shell structure

3.3 Primary structure – Longitudinal framing

Table 7.3.1 Primary structure in machinery spaces

Symbols	Item and position	Scantlings	
		Section modulus, in cm^3	Min. web depth d_w , in mm
L , D and T as defined in Pt 3, Ch 1, 6.1 Principal particulars l_e = effective length of stiffening member, in metres, see Pt 3, Ch 3, 3.3 Determination of span point	TRANSVERSE FRAMING SYSTEM Aft end region: Web frames below lowest deck and not supporting effective stringers	$Z = 5kShl_e^2$ $Z = 5kShl_e^2$	2,5 x depth of adjacent main frames
	Any region:	$Z = 7,75kShl_e^2$ $Z = 7,75kShl_e^2$	2,5 x depth of adjacent main frames
	LONGITUDINAL FRAMING SYSTEM Side transverses below lowest deck	$Z = 10kShl_e^2$ $Z = 10kShl_e^2$	2,5 x depth of longitudinals

Part 3, Chapter 11 Closing Arrangements for Shell, Deck and Bulkheads

■ Section 2 Steel hatch covers

2.16 Torsional buckling of secondary stiffeners

2.16.1 The longitudinal secondary stiffeners are to comply with the following criteria:

$$\frac{\sigma_{x0} S}{K_T \sigma_0} \leq 1,0 \quad \frac{\sigma_{x0} S}{K_T \sigma_0} \leq 1,0$$

λ_T = reference degree of slenderness taken equal to:

$$\lambda_T = \sqrt{\frac{\sigma_F}{\sigma_{K1T}}} \quad \sqrt{\frac{\sigma_0}{\sigma_{K1T}}}$$

Part 3, Chapter 13 Ship Control Systems

■ Section 2 Rudders

2.14 Cone couplings with key

Table 13.2.11 Securing nut dimensions

Item	Requirement
Outer diameter	The greater of the following: a. $d_h \geq 1,2 \cdot d_u$,
d_u = inner diameter of securing nut, in mm	

■ Section 7 Equipment

7.6 Mooring lines (Equipment Number > 2000)

7.6.1 The recommended minimum breaking strength, length and number of mooring lines for ships with equipment number greater than 2000, calculated in accordance with *Pt 3, Ch 1, 7.1 Calculation of Equipment Number* are provided in this sub-Section. Deck cargo as given by the Loading Manual is to be included in the determination of side-projected area A to be used in this sub-Section including the equipment number calculations.

7.6.3 The strength of mooring lines and the number of head, stern, and breast lines for ships with an Equipment Number > 2000 are based on the side-projected area A_1 . Side projected area A_1 is to be calculated similar to the side-projected area A according to *Pt 3, Ch 1, 7.1 Calculation of Equipment Number* but considering the following conditions:

- (b) Wind shielding of the pier can be considered for the calculation of the side-projected area A_1 unless the ship is intended to be regularly moored to jetty type piers. A height of the pier surface of 3 m above the waterline for the considered loading condition can be disregarded for the calculation of the side-projected area A_1 . The lower part of the side projected area above the waterline for the considered loading condition can be disregarded up to the pier height in the calculation of the side-projected area A_1 . Actual height of the pier above the waterline is to be used in the calculation but in general not to exceed 3 m.

7.6.10 The total number of head, stern and breast lines specified as:
 $n = 8,3 \times 10^{-4} \times A_1 + 6$

The total number of head, stern and breast lines is to be rounded to the nearest whole number. The number may be increased or decreased in conjunction with an adjustment to the strength of the lines. The adjusted strength, MBL^* , is to be taken as:

$$MBL^* = \frac{n}{n^*} \quad MBL^* = MBL \times \frac{n}{n^*}, \text{ for reduced number of lines}$$

7.6.12 The length of mooring lines is to be taken as 200 m. It is permitted to reduce the length of individual mooring line by up to 7 per cent provided that the total length of mooring lines is not less than the total length, if all the lines were of equal given lengths.

Part 4, Chapter 11 Ore Carriers

■ Section 1 General

1.1 Application

1.1.5 Ore carriers with a deadweight greater than 200 000 tonnes are to comply with the requirements of ~~Section 12~~ **Pt 4, Ch 11, 13** ~~Single pass loading for single pass loading.~~

Part 5, Chapter 2 Reciprocating Internal Combustion Engines

■ Section 7 Control and monitoring of main, auxiliary and emergency engines

7.2 Main engine ~~governors~~ **governors**

7.7 Auxiliary engines

Table 2.7.3 Auxiliary engines: Alarms and safeguards

Note 1. For emergency engines, including engines used for the emergency source of electrical power required by SOLAS -International Convention for the Safety of Life at Sea, see Pt 5, Ch 2, 13 Air compressors . Pt 5, Ch 2, 7.8 Emergency engines.

Part 6, Chapter 2 Electrical Engineering

■ Section 6 System design – Protection

6.8 Protection of generators

6.8.6 ~~The voltage and time delay settings of the under-voltage release mechanism(s) required by Pt 6, Ch 2, 6.8 Protection of generators 6.8.2 and Pt 6, Ch 2, 6.8 Protection of generators 6.8.3 are to be chosen to ensure that the discriminative action required by Pt 6, Ch 2, 6.1 General 6.1.1 is maintained.~~

The voltage and time delay settings of the under-voltage release mechanism(s) required by:

- Pt 6, Ch 2, 6.8 Protection of generators 6.8.2; and
- Pt 6, Ch 2, 6.8 Protection of generators 6.8.3

are to be chosen to maintain the discriminative action detailed in Pt 6, Ch 2, 6.1 General 6.1.1.

■ Section 14 Electrical equipment for use in explosive gas atmospheres or in the presence of combustible dusts

14.2 Hazardous areas

14.2.6 The following areas are regarded as hazardous, **zone 2**, and

- *Section 17*
Fire safety systems

- 17.10 Safety centre on passenger ships**

17.10.1 Passenger ship safety centres required by SOLAS Ch II-2, *Regulation 23 - Special requirements for ro-ro passenger ships* to provide a control station dedicated to assist with the management of emergency situations are to satisfy the requirements of this sub-Section.

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